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CENTRAL INTELLIGENCE AGENCY

REPORT

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THIS IS UNEVALUATED INFORMATION

1. Between 12 and 20 May 1954, 30 to 40 air force officers with their dependents and about 150 EM were stationed at Werneuchen airfield. On 21 May, a rail shipment with personnel and motor vehicles arrived. Thus, the personnel occupation considerably increased. Since mid-May, repair work has been under way on the officers and EM quarters and the kitchen building in the quartering area of the field. Two quartering buildings previously occupied by EM were converted to apartments for officers' dependents. A total of 350,000 eastmarks were required for construction work at the field. [redacted] some weeks before, repair work had allegedly been done on the runway which had been damaged by frost. Prior to 20 May, a biplane had occasionally been observed at the field. Air force officer Vlasov (fnu) appeared at the field in connection with construction affairs. Captain Dobrovski (fnu) was the administration officer at the field. Trucks [redacted] were observed in the billeting area. 1
2. On 21 May [redacted] repair work was under way on the quartering buildings. Only a few soldiers wearing air force epaulets were observed in these buildings. Many railroad cars loaded with tank trucks, trucks and some fire trucks were observed on the spur track. During unloading operations, motor vehicles [redacted] were observed. [redacted] only little air activity by biplanes and light monoplanes was conducted at the field. The runway was allegedly damaged. Major Vlasov (fnu) was responsible for construction work at the field. 2
3. Between 24 and 31 May, further landings were made by twin-jet aircraft which apparently did not differ from the Il-28s stationed at the field during the first half of 1953. [redacted] 60 to 70 Il-28s at the field.
4. Both at 8:34 a.m. and 8:45 p.m. on 24 May, a Soviet troop shipment arrived for the field. Each train consisted of 35 to 40 boxcars carrying troops and dependents and about 4 flatcars. On 24 May, another train of 20 boxcars

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carrying personnel and dependents and 19 flatcars loaded with 5 trucks, 3 tank trucks, 2 buses, 1 tractor, 1 crane, several trailers, rollers, levelling equipment and about 10 olive-drab crates arrived.

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Four of the crates were about 2.2 meters long, 1.3 meters high and about 1.5 meters wide, while the other 5 or 6 crates were 3.5 to 4 meters long, 80 to 90 cm high and 75 to 80 cm wide. The crates did not bear any inscription.³ The 3 shipments came from Prast Mitovsk via Frankfurt/Oder. On 30 May, a Soviet Air Force major repeatedly mentioned "shipment Annushka" during a telephone call with the Soviet officer with the Berlin railroad district headquarters, telephone No 22503 or 22507. Subsequently, the major stated that further shipments were expected to arrive. However, none of the announced shipments had arrived in Frankfurt/Oder by the morning of 31 May.

5. On 27 May 1954, a train of 4 boxcars and 1 converted boxcar carrying air force soldiers arrived coming from Finow. the boxcars contained bombs. 4

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6. The newly arrived air force unit included a Soviet Air Force captain who acted as an interpreter during conferences and spoke German excellently and without any foreign accent.

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He wore 2 wide bars on the left side of his chest and the parachute insignia and a large red decoration on the right side.

7. On 30 May, about 45 aircraft were observed at the field. An AA gun emplacement occupied by several heavy AA guns and 2 radar sets, including a model AA 1 set and a model MK 2 set, were observed in the northwestern corner of the field. A radio installation with four masts and another radio installation with one mast were seen in the north-eastern section of the field. Vehicular traffic at the field involved trucks

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1. Comment. Cracks on the runway at Werneuchen airfield had previously been reported. Lieutenant Vlasov had been observed in Werneuchen during the spring of 1952 but Captain Dobrovski is reported for the first time. On 11 May, a train of 24 boxcars and 8 flatcars reportedly moved to Werneuchen coming from Finsterwalde. The shipment probably carried elements of the rear detail of the former bomber corps headquarters which was still believed to be stationed in Finsterwalde.

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2. Comment. The Po-2 aircraft belong to a training detail of the Finow fighter division; at present, the training detail is probably stationed at Oranienburg airfield.

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3. other sources confirmed the arrival at Werneuchen of 5 rail shipments from the USSR. The 4 crates probably contained spare engines. However, it was previously assumed that these crates were 2.75 meters long. The crates with a reported length of 3.5 to 4 meters probably contained extension tubes for the engines.

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4. [REDACTED] 25X1

was assumed that at least a rear detail of an OMTB had remained in Werneuchen. The shipment which arrived on 27 May probably carried ammunition from the Finow-Biesenthal ammunition depot.

5. [REDACTED] Comment. The recently observed aircraft [REDACTED] at Werneuchen 25X1
airfield had not been observed there prior to the departure of the 25X1
bomber units in the summer of 1953. This is the first information on
the presence in Werneuchen of model AAL and model Mk2 radar sets. [REDACTED] 25X1

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